

smokestack, though the other damage amounts to considerable.

A wall stacked warehouse on Willow street, belonging to James Bute, was blown down late Saturday afternoon, and the contents were exposed to the deluge of rain that followed.

No lives were lost in the Fifth ward during the storm. There was not even a single injury of any consequence reported, although there were several miraculous escapes.

Third Ward.

The Third ward of Houston is, taken on the whole, the most attractive residence portion of the city and while its buildings did not suffer so much as those in other localities, probably from the fact of their being more securely constructed, and well protected by a luxuriant growth of trees, yet the damage in this ward was considerable in the loss of a large number of beautiful shade trees which time alone can replace, and in the demolishing of a lot of beautiful shrubbery.

Two of the leading thoroughfares through this ward, Rusk avenue, known in years gone by as the most aristocratic street in Houston, and Crawford, a beautifully paved driveway through the entire length of the ward, presented picturesque appearances yesterday. These streets have been selected by the Southwestern Telephone and Telegraph company as the chief avenues for their cable lines and along each was an elaborate pole and wire system, rendered top-heavy, possibly, by the amount of wire that was carried. But whether or not this was the cause of the collapse, the immense poles along these streets, the largest and tallest in the city, succumbed to the wind and falling in the streets with their immense wire laden cross-arms, caused a wreckage that rendered the two thoroughfares impassable for blocks at a time.

The chief damage to residence property in this ward was the complete demolition of two partially completed residences that were being constructed by Mrs. J. C. Hutcherson at the corner of McKinney avenue and Caroline street. These residences were being built at an approximate cost of \$3000 or \$3500 each and were nearing completion. They are now a mass of twisted and broken lumber.

The Turner hall property presented a sorry sight. The wind had lifted the tin roof from the building and rolled it up as one would roll a piece of paper, and all of the pretty China trees that afforded shade for the garden were either torn up by the roots or stripped of their limbs.

Passing further up Caroline, the High school building, the chief educational institution of the city, showed every appearance of having passed through the storm. The small gables and windows were blown out and the slats roof looked as though it had been struck in spots with a trip hammer.

The Masonic temple, located in this ward, shows decidedly the worst effects from the storm. It was the only public building in the city. It was not only unroofed but a large portion of the rear wall went down with the roof. The damage to this building Secretary W. S. Wall estimates at from \$10,000 to \$12,000. He says that immediate steps will be taken to repair the damage as soon as communication can be re-established with the grand master.

The St. Joseph's infirmary, one of the leading eleemosynary institutions of the city located in the Third ward has very little appearance from the exterior of being storm ridden, though Sister St. John says the damage there will reach \$4000.

Brunner.

At Brunner the storm was terrific, the brick hall of the Masonic lodge being completely demolished, together with the two school houses and the postoffice. Many of the residences throughout the village were disfigured and wrecked from their foundations. Many had their barns and fences leveled with the ground and what was left a few days ago, cozy and comfortable homes, are now in a twisted and deplorable condition. Stately pines and massive oaks were snapped the same as if they were mere twigs. In many places the paint on the houses was as if it had been scraped off with a knife.

THE CITY'S CHURCHES.

High Steeples and Spires Striking Marks for the Fury.

Yesterday was one Sabbath in Houston in which the accustomed church services were materially curtailed, as most of the leading city churches were so badly damaged by the storm that their entrances were barred with debris to such an extent that the most devout worshiper, however much the spirit prompted, could not gain entrance to the holy temples.

The massive stone structure of the First Presbyterian church, and the Catholic cathedral (Church of the Annunciation) were the only leading places of worship in the city that escaped serious damage. This escape was rather remarkable in the case of the cathedral of the Annunciation, since its spire is the tallest in the city. But it withstood the ravages of the storm, only losing the large spire and the top of the steeple.

The First Baptist and Shearn Methodist churches, both brick structures, did not fare so well, the First Baptist being badly wrecked by having its entire front and broken out by the falling of the heavy tower, which badly demolished the tower of the church.

The tall steeple of Shearn Methodist church was also blown down, spreading its brick entire width of Texas avenue and completely blocking the entrance to the edifice.

The two towers of the Central Christian church, a frame building located at the corner of Capitol avenue and Caroline street, were also blown down.

It is estimated that the damage to these churches will reach to the aggregate about \$20,000.

CORPUS CHRISTI ALL RIGHT.

Little or No Damage Resulted There.

Hon. John B. Peyton of Corpus Christi, late member of the democratic executive committee of Texas, arrived in the city last night at 8:30 o'clock on the San Antonio and Aransas Pass, coming directly from Corpus Christi. He said: "There was a slight gale Saturday afternoon, at Corpus Christi, but not such as to cause alarm. In fact, we did not consider it unusual. It rained a good part and a large number took what we considered a farewell plunge in the white-capped water. I left Corpus Christi at 7 a. m. Sunday."

SUMMARY OF THE STORM.

One refugee from Galveston estimates that 1000 persons have been drowned and 4000 houses demolished.

Loss of life as reported so far, outside of Galveston: Three at East Bernard, three near Rosenberg, one at Fulshear, two at Brookshire, one at Lott, eight at and near Richmond, two at Angleton, two at Morgan's Point, two at Seabrook, seven at Alvin.

Damage to the cotton crop has been very great, extending to Central Texas.

Rice crop has suffered severe damage in Colorado and Jefferson counties.

Many churches have been destroyed at various places.

Damage at Brenham and Chappell Hill was very great, hardly a house escaping.

The latest from Sabine Pass was not very reassuring as to property, though the people were leaving the town.

Alvin nearly wiped out; seven killed.

Great damage at Angleton and two men known to have been killed.

Terrible loss along Santa Fe between Houston and Galveston.

Refugees from Galveston have harrowing tales to tell of the havoc wrought by the storm.

A Post correspondent's story of the disaster at towns on the Katy. Houston suffered severely in property damage, but only one life was lost.

Seabrook and Morgan's Point nearly washed away and several lives lost.

Property badly damaged at Harleburg, Deepwater and La Port.

A relief train and relief boat to go from Houston this morning toward Galveston.

Richmond, Sugarland and Arcola suffered.

day and at that time no trouble had been reported. We did not meet with any indication of the storm's damage until the train arrived at Rock Island, the first station west of Eagle Lake. There was a great deal of damage to the place, the school building was blown down.

"At Eagle Lake we could see a large number of buildings raised to the ground. The extent of the damage I could not see."

"At Dairy only one house is standing, and every town between that place and Houston is a sufferer. At one town a farmhouse was blown over."

"The crops are ruined everywhere and farm houses are wrecked."

A THRILLING EXPERIENCE.

The Rescue of Mrs. W. S. Wall at Morgan Point.

Mr. W. S. Wall of this city, who has a summer home at Morgan Point, relates the following miraculous escape of Mrs. Wall, his wife and others, who would have all perished but for the heroism of Mr. James Black, the well known merchant and proprietor of the Black hotel at Morgan Point.

Mrs. Wall returned to the city on the first rescue train that went down to the point yesterday. My residence at Morgan Point was in the keeping of Mrs. Black, an old and trustworthy sailor, who lost his life Saturday night in staying by my property when the waves swept over him.

"Mrs. Wall had left him in the house and went off to go to the city. She had a block distant, where she was to take a carriage to reach the depot to return to this city Saturday evening. She was the last that was seen of faithful 'Billy' Jones."

"My wife had not been long at the hotel, where she was taking supper, when Mr. Black rushed into the dining room and called upon all to flee for their lives."

"The tidal wave was on them in an instant and almost before they could leave the hotel to go to a higher point where the Vincent residence stood some five or six blocks distant, the rushing waters were all about them more than three feet deep."

"Mr. Black, struggling against the elements, bore my wife in safety to the Vincent home, miraculously escaping being crushed by heavy logs which the rushing waters carried along to pathway of escape."

"Returning immediately to the hotel, Mr. Black in the manner brought safety to the Vincent home, his aged father and mother, Mr. and Mrs. James Black, senior."

"His next act of heroism was to bring over and as expeditiously rescue Mrs. Buchanan, the two daughters, two grandchildren and another lady whose name I can not recall."

"Mr. Louis Braquet, manager of the Black hotel, was engulfed in the waves and gave his life up in the successful rescue of his wife and a colored servant girl of his wife and a colored servant girl."

"As far as I can learn from Mrs. Wall, Messrs. Braquet and James were the only lives at Morgan Point. The summer home of Mr. Vincent, who is from Arcola, withstood the storm very well and once there the rescued ones fared very comfortably until the train brought them to Houston yesterday morning."

SOUTHERN PACIFIC TRAFFIC.

Conditions on the Western Divisions of the Line.

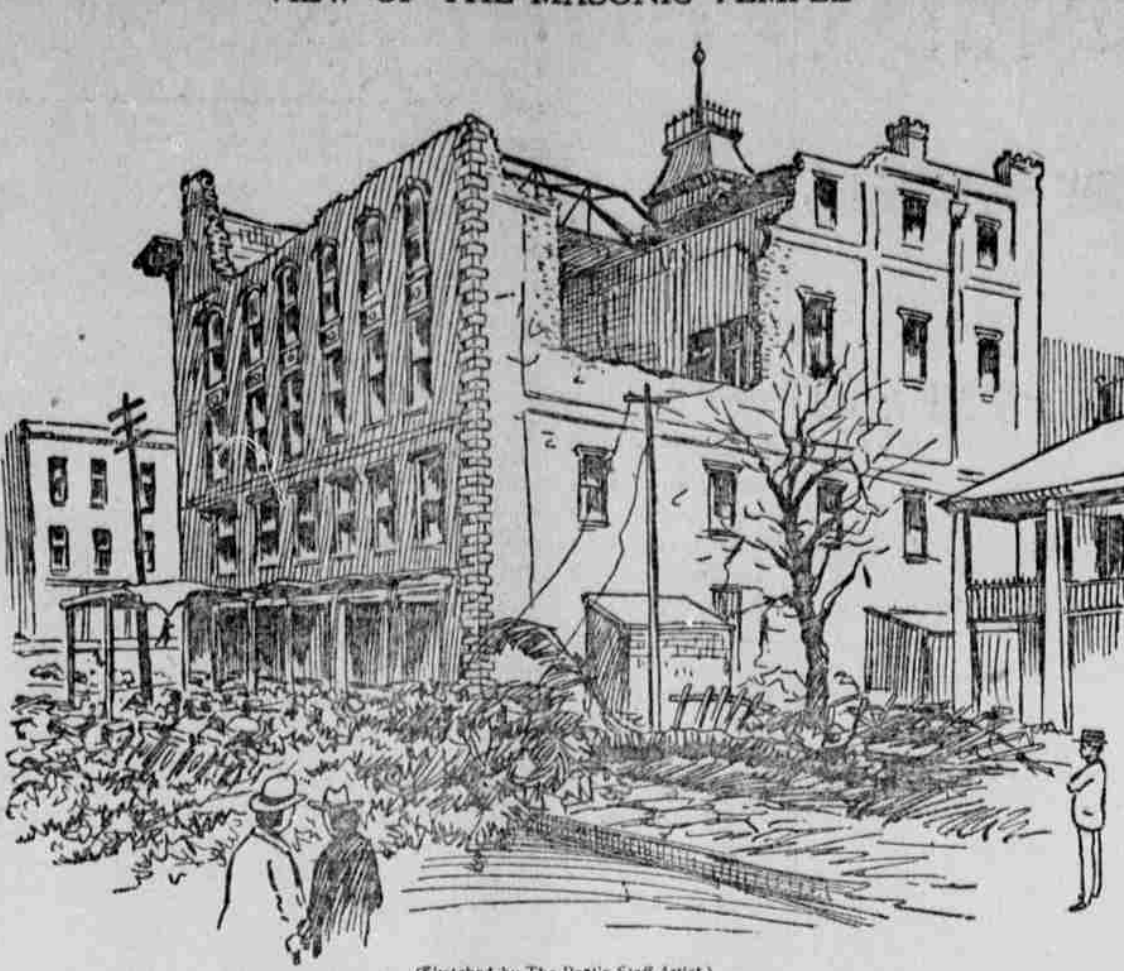
When interviewed at his residence by a Post reporter late yesterday evening, Superintendent W. B. Mulvey of the Southern Pacific stated that with the exception of wires in the San Jacinto and Neches bottoms, the eastern end of his division was open for traffic. The 3:30 afternoon passenger train reported almost on time, but all wires east and west are still down.

Superintendent Mulvey stated that all trains on the La Porte road would run as far as Seabrook on the regular schedule until communication with Galveston could be established. Concerning the eastern end of his division, Mr. Mulvey could give no information, having received none himself.

Appeal for Charity.

Superintendent Joe S. Yarbrough of the Houston Charity and Relief association stated that several poor families have been living in tents and shanties have lost everything and are without food and clothing. He will start out this morning to investigate conditions and render what aid possible. He requests that the citizens of Houston assist him in this work with donations of clothing, food or money. His office is room 6, above Krupp & Tuller's store.

VIEW OF THE MASONIC TEMPLE



(Sketches by The Post's Staff Artist.)

A Miraculous Escape Occurred Here.

CONSIDERABLE LOSS AT WALLER.

SEVERAL BUSINESS HOUSES AND RESIDENCES DEMOLISHED.

South Texas Baptist College is badly damaged and school building is a wreck.

Waller, Texas, September 9.—Saturday morning there was a decided change in temperature at this place, with a strong breeze blowing from the north, which gradually increased during the day and during the early part of the night assumed the proportions of a gale. Many of the towns people retired at their usual hour, but by 11 o'clock p. m. everybody was aroused and lights could be seen passing from room to room in the residences and a tornado was raging in a perfect fury.

Fortunately no lives were lost in this vicinity.

The residences of Rev. C. W. Mathews, T. H. Poole and Mrs. M. D. Rayford were entirely swept away.

The business houses of Robinson & Groves, Dr. J. J. Barnard & Bro. and C. Pala were completely demolished and are lying on the ground a mass of ruins. The South Texas Baptist college is badly damaged and the public school building is a total loss. The Baptist church was blown from its foundation and badly wrecked, and a small structure used by the colored people as a Baptist church was swept away.

There is not a building in town but that was more or less damaged.

Following is a list of damages as far as ascertained at this time in the town:

Dr. J. J. Barnard, drug store building total loss and goods badly damaged, loss \$1500.

T. J. Arenalda, residence and outbuildings, \$300.

Robinson & Groves, store building, \$1500; stock of general merchandise, \$500.

Ad Elder (colored), residence wrecked, \$75.

C. L. Anderson, residence wrecked, loss \$1000.

John W. Hamilton, residence wrecked, loss \$1000.

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Hoyer's bed room.

Mr. John L. Swift, the manager of the pharmacy, had been sitting up in the drug store watching the progress of the storm and trying to protect the savings in the front of the building, when he heard the coping begin to fall and a sudden crash of the window panes in the parlor almost killed him that danger was near.

Without the slightest hesitancy he rushed back to where Mrs. Hoyer was sleeping with her son, and hastily warning them off the falling debris, succeeded in getting them out into the parlor just in time to escape the awful crash which came two minutes later and filled the bed-chamber just vacated with a mass of debris which is impenetrable.

On the floor just above the bed chamber was the grand hall of the Masonic lodge. In a corner of the hall, directly over the bed occupied by Mrs. Hoyer, was an iron safe weighing twenty tons, in which the Masons kept their records, etc. This safe now lies upon the demolished bed.

Mr. Swift says that the Masonic temple is perhaps one of the strongest, best built brick buildings in Houston, having very heavy walls, two double walls running the full height of the four story building. The collapse of the rear portion was attributed, he thinks, to a "twister" occurring when the wind suddenly veered to the southeast at 1 o'clock in the morning.

The front part of the building, used as a drug store, is not harmed in the slightest, and there will not be any interruption in the business.

T. C. Taylor's barns and wind mill was swept away, \$100.

J. H. Seibert lost his house, barn and a large amount of hay, \$1000.

Yesterday thirty of forty wind mills could have been counted from Waller. Today not one can be seen.

All cotton that was open is a total loss.

The reason of such heavy loss was on account of the continued downpour of rain during the time the storm was raging, from 11 o'clock p. m. Saturday night till 1 o'clock a. m. this (Sunday) morning, when the wind abated to some extent.

A strong wind has blown from the south all day and has been accompanied with a continued rain.

There has been no telegraph or telephone communications all day. The wires of both companies are down.

LIFTED TRAIN FROM TRACK.

One Man Killed and Several Injured on Santa Fe, Near Alvin.

The Santa Fe train which left here at 7:35 Saturday night was wrecked at a point about two miles above Alvin; one passenger was killed and several were injured.

The train was running slowly not above six miles an hour, when a sudden gust of wind lifted the train from the track, overturned the engine and the whole thing went into the ditch alongside.

Mrs. FRATHER of Rosenberg was thrown across the car and half way through the window on the other side when the car was removed it was found that she had laid with her head in water and it is believed her death was by drowning.

Among the injured are:

A. J. CONNITT of Houston; not serious.

R. D. HENDERSON of Houston; badly hurt but not fatally.

ENGINEER JACK MARTIN; badly hurt about chest and legs; not fatal, though severe.

FIREMAN TOM DOYLE; not serious.

M. H. DOUGLASS, conductor; serious but not fatal.

Several other passengers were also injured, but none of them very badly.

Damage to Crops Near Livingston.

Livingston, Texas, September 9.—The "September storm" of 1900 began early this morning and has continued with incessant force throughout the day and at this time (10:25 p. m.) shows no sign of abating. Cotton and corn remaining in the field will be seriously damaged by the wind and rain. No injury to timber has occurred so far.

ALONG THE KATY

Towns Were Wrecked and Crops Have Been Totally Destroyed.

TWO WERE KILLED AT BROOKSHIRE.

Mrs. Sophia Schultz Was the Only Fatality Reported at Letitia.

THE KATY FLYER WENT IN THE DITCH

No One Was Injured—Traffic Delayed Twelve Hours—Damage at Seely Was Great.

The storm which has spent its fury along the coast of Texas did not confine its operations to that part of the State, but the interior appears to have suffered as well. Reports from as far north as Fort Worth state that it began raining in the Panther City at 8:30 o'clock Saturday night and that the rain was accompanied by a heavy wind, which continued throughout the night. A Post correspondent was on the Katy flyer leaving Fort Worth at 9 o'clock Saturday night. The train passed through a rain storm almost all the way to Houston and its travel through dry weather was for but a short time during Saturday afternoon. At Hillsboro the wind was heavy, at Waco it was blowing, and at Taylor the rain was falling in torrents. It was night and at the hour the train passed these stations the greatest velocity of the wind, or the furious extent of the storm, had not been reached. When the train arrived at Elgin Sunday morning, more than an hour late, orders were received to take the siding and await further orders, that the northbound flyer, train No. 6, leaving Houston Saturday evening, had gone in the ditch a half mile north of the station of Sayers, in Bastrop county. It was then 6 o'clock. Rain was falling and everything appeared to have been under a heavy fall of water for hours.

The wind had blown during the night, and the people of the town sat awake awaiting whatever result would follow. There was no damage reported from Elgin, however. The representative of The Post went ahead to the wreck of the northbound flyer, being forced to make the trip of nine miles afoot, through a driving rain. All along evidences of a heavy rain were seen, and the crops along the track appeared to have suffered almost a total loss.

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The scene of the wreck of the northbound flyer is one-half mile north of the Sayers station. The train, consisting of a combination baggage and express car, day coach, and two chair cars, drawn by engine No. 275, in charge of Engineer Neely and Conductor Bessie, was proceeding at a moderate speed about 1 o'clock yesterday morning, being slightly delayed. At the point where the wreck occurred the forward trucks of the engine left the track. Engineer Neely felt the jolt at once and immediately applied the emergency air. The wind was blowing to the west, the engine trucks spread the rails and before the engine could control the speed of the train every car, from the engine to the rear chair car, and express companies to the rear chair car, left the rails, turning to the west. The right of way on the west side of the track was higher than the track, and but for this the cars would have laid flat upon their sides. As it was, they caught upon this embankment and lay at an angle of 45 degrees. The forward trucks of the engine and the rear chair car, drawn by engine No. 275, in charge of Engineer Neely and Conductor Bessie, was proceeding at a moderate speed about 1 o'clock yesterday morning, being slightly delayed. At the point where the wreck occurred the forward trucks of the engine left the track. Engineer Neely felt the jolt at once and immediately applied the emergency air. The wind was blowing to the west, the engine trucks spread the rails and before the engine could control the speed of the train every car, from the engine to the rear chair car, and express companies to the rear chair car, left the rails, turning to the west. The right of way on the west side of the track was higher than the track, and but for this the cars would have laid flat upon their sides. As it was, they caught upon this embankment and lay at an angle of 45 degrees. 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